2012 RURAL TRANSIT FACT BOOK

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Acknowledgements

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Disclaimer

The content presented in this report is the sole responsibility of the Small Urban & Rural Transit Center, the Upper Great Plains Transportation Institute and the authors.

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INTRODUCTION

Public transportation plays a fundamental role in the livability of all communities. Information on transit service availability and cost is necessary to efficiently and effectively meet rural community mobility needs. Financial and operating statistics can be used by agency managers, local decision makers, state directors, the Federal Transit Administration (FTA), and lawmakers to assist in policy making, planning, managing operations, and evaluating performance. The *Rural Transit Fact Book* provides information to assist the transit industry in the United States provide efficient and effective service to rural communities.

The intent of the *Rural Transit Fact Book* is to serve as a national resource for statistics and information on rural transit in America. This publication includes rural demographic and travel behavior data as well as financial and operating statistics for agencies receiving section 5311 funding. In addition to national level data, statistics are presented by state, FTA region, tribe, and mode, as well as other agency characteristics.

The rural transit data presented in this report were obtained from the Rural National Transit Database (NTD). The 2011 edition of the *Rural Transit Fact Book* was the first published by SURTC and included Rural NTD data for 2007-2009. This publication updates the original *Fact Book* with the addition of 2010 data. SURTC is not responsible for the accuracy of the data reported to the Rural NTD. Over time, it is expected that the quality of data contained in the Rural NTD will improve in terms of completeness and accuracy as the FTA raises data concerns with states who in turn receive better data from sub-recipients.

As noted, this publication presents data for transit providers receiving section 5311 Non-Urbanized Area Formula Program funding. This program provides funding to states for the purpose of supporting public transportation in rural areas with a population of less than 50,000. A number of rural transit providers also receive funding under the section 5310, Transportation for Elderly Persons and Persons with Disabilities, program. However, nationwide data for 5310 services are not available, as they are not required to report such data to the NTD. Therefore, rural transit providers not funded by the 5311 program but receiving funding from section 5310 are not included in this report.

RURAL AMERICA

Geography influences the type and level of transit service that best serves a community. About 74 million Americans, or close to a quarter of the country's population, live in a rural area, according to data from the American Community Survey (ACS). Table 1 shows select demographic data from the 2008-2010 ACS 3-year estimates for the United States and for urban and rural areas. As defined by the ACS, urban includes urban areas and urban clusters. Urbanized areas have 50,000 or more people and urban clusters have at least 2,500 people but less than 50,000 people, and both areas have a core area with a density of at least 1,000 people per square mile. All other areas are defined as rural.

Rural populations tend to be slightly older. The median age is 40 in rural areas and 36 in urban areas. Approximately 14% of residents in rural areas are 65 or older, compared to 13% of those in urban areas. On the other hand, urban areas have a slightly higher percentage of residents aged 85 or older (1.7%) than do rural areas (1.4%). The percentage of people with disabilities is slightly higher in rural areas (13%) than in urban areas (12%).

Rural areas tend to be less ethnically diverse. Urban residents are more likely than their rural counterparts to be non-white or Hispanic, and the foreign-born population is much higher in urban areas (15%) than in rural areas (5%).

Education levels vary somewhat between urban and rural communities. The percentage of individuals that have completed high school in rural areas is about the same, or slightly higher, than that for urban areas, but urban areas tend to have a higher percentage of residents with a bachelor's or advanced degree.

Median household income is slightly higher in rural areas, and a higher percentage of urban residents live below the poverty line. Rural residents are much more likely to own their house, and both mortgage-owners and renters in rural areas spend a lower percentage of their income on housing than do their urban counterparts.

Urban residents tend to have greater geographic mobility than those in rural areas (see Table 2). That is, they are less tied to a geographic area and are more likely to move. About 15% of urban residents have moved during the last year, compared to 11% of rural residents. Urban residents are also more likely to make longer moves, and rural residents are more likely than those in urban areas to live in the state in which they were born.

Table 1. Characteristics of U.S. Urban and Rural Populations

	United States	Urban	Rural
Total Population (million people)	307	233	74
Average household size	2.61	2.59	2.65
Gender			
Male (%)	49.2	48.8	50.3
Female (%)	50.8	51.2	49.7
Age			
Median Age	37	36	40
65 or older (%)	12.9	12.6	13.8
85 or older (%)	1.7	1.9	1.4
Population with a Disability (%)	12.0	11.6	13.3
Race (%)			
White	76.5	72.7	88.3
Black or African-American	13.5	15.5	7.2
American Indian and Alaska Native	1.6	1.4	2.3
Asian	5.4	6.5	2.1
Hispanic or Latino	16.1	18.9	7.1
Foreign Born (%)	12.8	15.4	4.6
Education Level Completed (%)			
High school	85.3	85.1	86.0
Bachelor's degree	28.0	29.8	22.4
Advanced degree	10.4	11.2	7.8
Economic Characteristics			
Individuals below the poverty line (%)	14.4	15.2	11.7
Median household income (thousand dollars)	51.2	50.8	52.5

Source: American Community Survey 2008-2010

Table 2. Geographic Mobility

	United States	Urban	Rural
	---------- percentage ----------		
Native population born in their state of residence	58.6	56.3	66.2
Lived in a different house in the United States one year ago	14.9	16.0	11.3
Lived in a different state one year ago	2.3	2.4	1.9

Source: American Community Survey 2008-2010

RURAL TRANSPORTATION

Data from the ACS, Federal Highway Administration (FHWA), and National Household Travel Survey (NHTS) show there are some differences in transportation and travel behavior between urban and rural areas. One notable difference is a greater reliance on automobiles by rural residents (see Tables 3 and 4). Just 4% of rural households do not have a vehicle available, compared to 11% of urban households. Meanwhile, 71% of rural households have 2 or more vehicles, while only 53% of urban households have 2 or more vehicles.

Rural workers are more likely to drive alone to work and less likely to commute by public transportation than those in urban areas. Fewer than 1% of rural residents use public transportation to travel to work, compared to 6% of urban residents. Only 1.5% of rural workers aged 16 or older do not have access to a vehicle, compared to 5.3% of their urban counterparts. Rural residents also tend to have slightly longer commutes (measured in minutes).

Table 3. Vehicles Available in Household

	United States	Urban	Rural
	---------- percentage ----------		
None	8.9	10.6	3.8
1	33.5	36.2	25.1
2	37.6	36.3	42.0
3 or more	19.9	17.0	29.1

Source: American Community Survey 2008-2010

Table 4. Commuting to Work

	United States	Urban	Rural
Mode Used			
Car, truck, or van – drove alone	76.0%	74.5%	80.9%
Car, truck, or van – carpooled	10.2%	10.1%	10.4%
Public transportation (excluding taxicab)	5.0%	6.3%	0.6%
Walked	2.8%	3.2%	1.8%
Other means	1.8%	1.9%	1.2%
Worked at home	4.2%	4.0%	5.1%
Mean travel time to work (minutes)	25.3	24.8	26.8

Source: American Community Survey 2008-2010

Despite the heavy reliance on automobiles, vehicle miles traveled (VMT) on rural roads has actually been slowly declining over the past decade (see Figure 1). VMT on urban roads, on the other hand, had been steadily increasing until dropping or leveling off after 2007. VMT on both urban and rural roads decreased slightly in 2011. The VMT depicted in Figure 1 includes both personal and commercial travel and is total VMT, as opposed to per capita VMT.

The NHTS contains a variety of statistics on travel behavior. The NHTS is a periodic national survey sponsored by the Bureau of Transportation Statistics and the FHWA. The most recent NHTS was conducted in 2009. The dataset also classifies respondents as urban or rural using the same definition used by the ACS.

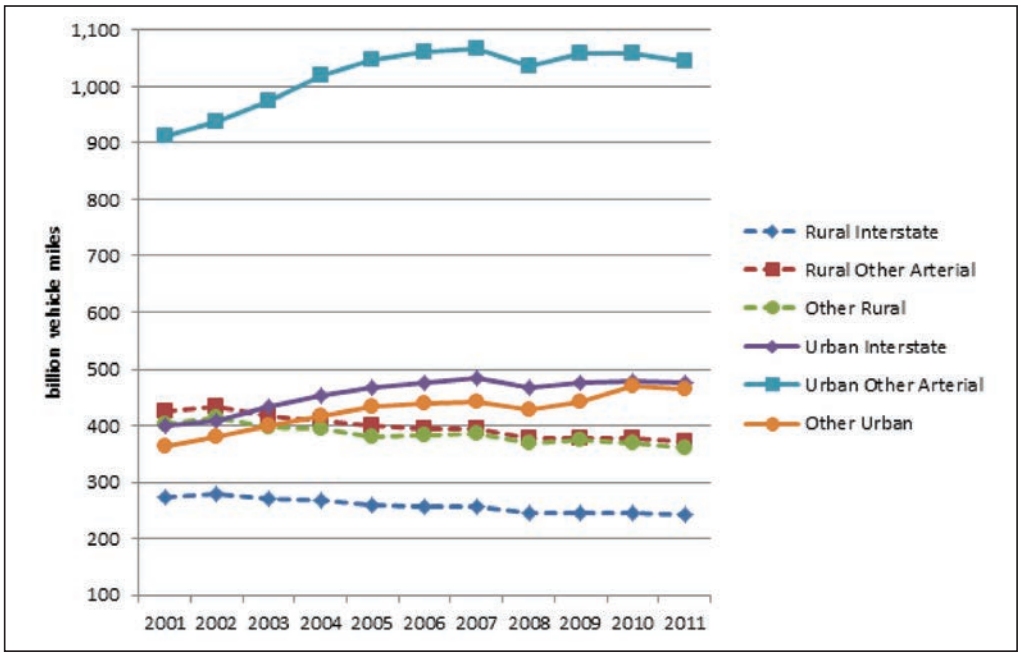

Figure 1. Vehicle Miles Traveled on Urban and Rural Roadways
Source: Federal Highway Administration

The 2011 *Rural Transit Fact Book* presented data from the NHTS showing that rural residents drive more, on average, than their urban counterparts; are less likely to use public transportation; and drive vehicles that tend to be a bit older with more miles and have slightly lower fuel economy. Table 5 provides additional data on differences in travel behavior between urban and rural residents by age group. Urban residents, on average, make more trips per day. The number of bicycle and walking trips is similar

Table 5. Travel Behavior for Urban and Rural Residents, by Age Group

	Number of Trips Per Travel Day		Number of Bike Trips Per Week		Number of Walk Trips Per Week		Used Transit on Travel Day	
Age	Urban	Rural	Urban	Rural	Urban	Rural	Urban	Rural
< 19	3.3	3.1	1.3	1.6	5.0	5.0	3.8%	1.1%
19-33	3.9	3.6	0.3	0.2	4.3	4.2	7.8%	1.0%
34-49	4.4	4.0	0.3	0.2	4.3	4.7	5.9%	0.7%
50-64	4.1	3.9	0.2	0.2	4.3	5.1	5.6%	0.8%
65-74	3.7	3.5	0.1	0.1	3.9	4.5	4.0%	0.4%
> 74	2.7	2.7	0.1	0.1	2.8	3.8	3.8%	0.7%

Source: 2009 National Household Travel Survey

between urban and rural residents, while urban residents are significantly more likely to use transit on a given day. Although urban residents may make more trips, the distance traveled per individual trip is longer in rural areas, as shown in the 2011 *Rural Transit Fact Book*. The average distance per trip is 8.9 miles in urban areas and 12.5 miles in rural areas, and the median distances for urban and rural residents is 3 miles and 6 miles, respectively. As a result of longer trip distances and greater reliance on the automobile, rural residents drive more miles per year than their urban counterparts.

Figure 2 shows how the percentage of trips made by public transportation increases from rural to larger urban areas. In non-metro areas, just 0.4% of trips are made by public transportation, while 4.6% of trips are made by public transportation in metro areas with a population of 3 million or more.

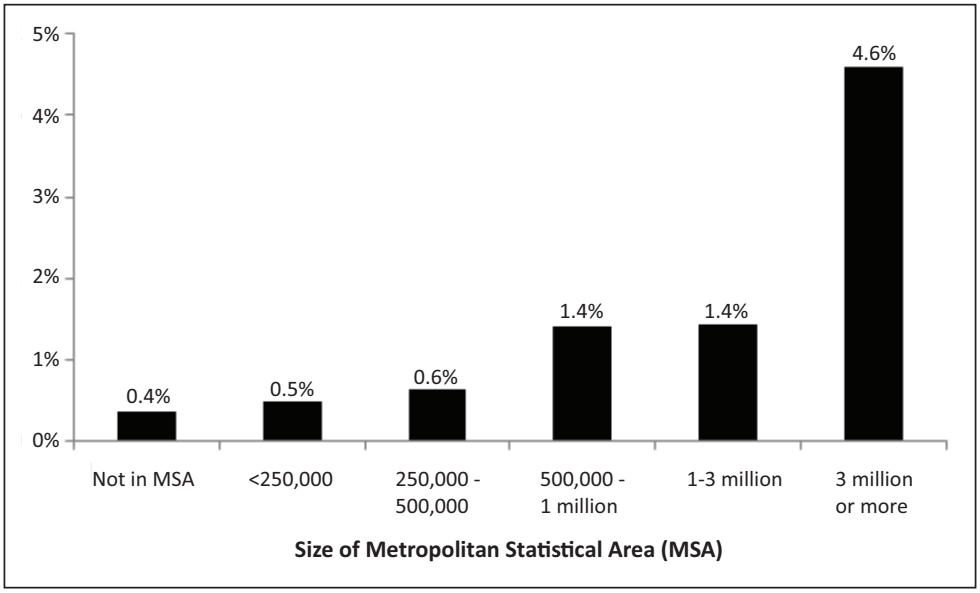

Figure 2. Percentage of Trips by Public Transportation, by Size of Metro Area
Source: 2009 National Household Travel Survey

Table 6 shows the general purposes for transit and non-transit trips in urban and rural areas, according to data from the NHTS.[1] For rural transit trips, the highest percentage of trips is for work or school/ church. Medical trips account for 7.4% of transit trips in rural areas, but only 2.4% of non-transit trips are for medical, indicating a higher propensity for these types of trips to be made by transit. Other reports have found a higher percentage of rural transit trips being for medical purposes. Based on a study of on-board surveys, the American Public Transportation Association (APTA) found that in areas with a population below 200,000, 8.6% of transit trips are for medical purposes. These percentages vary significantly between individual transit providers depending on the type of service provided. Some rural transit systems provide a significantly higher percentage of trips for medical purposes, while others provide a higher percentage of work trips.

The data indicate that work, school, and medical trips have a greater likelihood than other trips of being made by transit in both rural and urban areas, and shopping and social trips are less likely to be made by transit.

[1] These numbers differ from those cited in the 2011 Rural Transit Fact Book because trips home is not considered to be a separate category and the estimates are based on different definitions for the trip purpose categories (the 1990 definitions are used).

Table 6. Trip Purpose for Transit and Non-Transit Trips

	Transit Trips		Non-Transit Trips	
Trip Purpose	Urban	Rural*	Urban	Rural
	---------- Percentage ----------			
Work	27.3	27.4	15.3	16.5
Work-related business	4.0	1.7	2.8	4.0
Shopping	17.6	7.8	21.3	20.9
Other personal/business	9.7	11.5	19.5	19.1
School/church	10.4	20.4	9.6	9.7
Medical/dental	6.3	7.4	2.5	2.4
Vacation	1.6	4.7	1.1	1.2
Visit friends/relatives	6.6	4.3	6.7	7.3
Other social/recreational	12.2	12.3	20.4	18.3
Other	4.4	2.5	0.7	0.6

*Transit in rural areas is defined to include just bus and paratransit.
Source: 2009 National Household Travel Survey

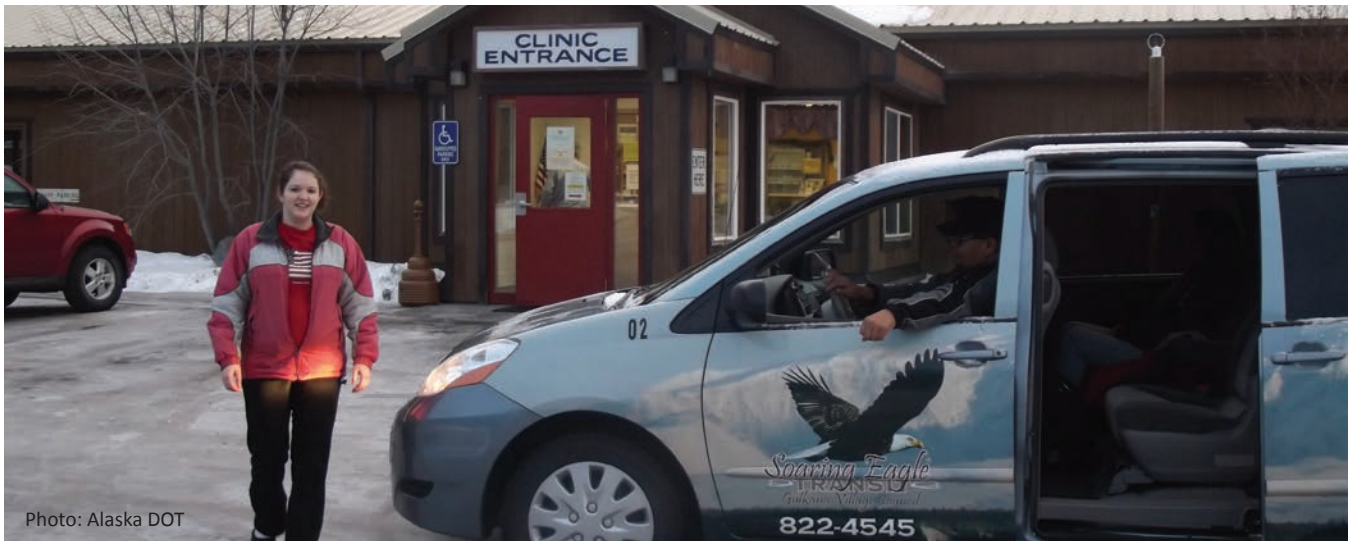

Photo: Alaska DOT

NATIONAL RURAL TRANSIT

This section describes the characteristics of rural transit systems receiving section 5311 funding, using data submitted by these systems to the Rural NTD. The Rural NTD began collecting data in 2007. Data for 2010 are the most recent data available at the time of publication.

The number of agencies providing rural transit service, as reported in the Rural NTD, increased from 1,358 in 2009 to 1,403 in 2010 (see Table 7).

Table 7. Number of Rural Transit Providers Nationwide

	2007	2008	2009	2010
Total	1,293	1,358	1,358	1,403
Type of service offered:				
Total fixed-route	453	440	429	472
Traditional fixed-route	206	225	243	246
Deviated fixed-route	319	287	278	302
Both	72	72	92	76
Demand-response	1,085	1,149	1,169	1,180
Demand-response & fixed-route	239	228	235	253
Van pool	8	16	14	16
Other or not specified	25	40	22	21

Source: Rural National Transit Database, 2007–2010

Many of these agencies offer strictly a demand-response service, while 253 offer both demand-response and fixed-route, and some offer just fixed-route.[2] A total of 472 systems provided fixed-route service in 2010, including either a traditional fixed-route service or deviated fixed-routes. The data indicate an increase in both demand-response and fixed-route providers since 2007.

Nationwide, 77% of the counties had some level of rural transit service in 2010 (see Table 8). This is a slight increase from the 75% covered the previous year.

[2] Although the Americans with Disabilities Act (ADA) requires transit agencies to provide paratransit services that complement their fixed-route services, it is not required for those that provide deviated fixed-route or commuter bus services. Many of those agencies identified as offering just fixed-route service provide these types of services, and some may actually provide demand-response paratransit but did not have the data reported.

Table 8. Counties with Rural Transit Service

State	Number of counties in state	Counties with 5311 Service 2007	2008	2009	2010
Alabama	67	26	24	50	50
Alaska	29	10	12	12	12
Arizona	15	11	10	10	10
Arkansas	75	42	42	42	42
California	58	56	56	56	56
Colorado	64	38	38	38	38
Connecticut	8	8	8	8	8
Delaware	3	1	1	1	1
Florida	67	62	62	62	62
Georgia	159	103	110	110	110
Hawaii	4	3	3	3	3
Idaho	44	34	34	22	43
Illinois	102	64	64	64	73
Indiana	92	66	66	66	66
Iowa	99	99	99	99	99
Kansas	105	96	96	87	87
Kentucky	120	89	89	89	103
Louisiana	64	33	31	31	32
Maine	16	14	16	16	16
Maryland	24	20	20	20	20
Massachusetts	14	10	10	10	10
Michigan	83	72	72	72	72
Minnesota	87	73	73	73	73
Mississippi	82	47	47	47	47
Missouri	115	113	114	114	114
Montana	56	20	20	39	39
Nebraska	93	74	74	74	74
Nevada	17	7	7	11	11
New Hampshire	10	7	6	6	6
New Jersey	21	13	10	14	15
New Mexico	33	17	17	17	24
New York	62	43	44	44	44
North Carolina	100	75	75	80	97
North Dakota	53	53	53	53	53
Ohio	88	37	36	36	36
Oklahoma	77	67	67	67	67
Oregon	36	25	28	32	31
Pennsylvania	67	26	26	27	29
Rhode Island	5	2	2	2	2
South Carolina	46	35	35	37	37
South Dakota	66	50	50	50	59
Tennessee	95	95	95	95	95
Texas	254	247	247	247	247
Utah	29	2	4	4	4
Vermont	14	14	14	14	14
Virginia	95	55	55	55	55
Washington	39	28	24	24	24
West Virginia	55	21	24	24	25
Wisconsin	72	43	43	44	44
Wyoming	23	7	13	13	13
Total	3102	2253	2266	2311	2392
Percentage of counties served		72.6%	73.0%	74.5%	77.1%

Source: Rural National Transit Database, 2007–2010

OPERATING STATISTICS

Total annual ridership for rural transit systems increased 4% in 2010, from 116 million rides in 2009 to 121 million rides (see Table 9). The greatest increase in ridership the last two years was for fixed-route services. Fixed-route ridership increased 7% in 2010, from 71.4 million rides to 76.1 million rides, while demand-response ridership decreased 2%, from 44.0 million rides to 43.2 million rides.

Table 9. Rural Transit Operating Statistics

	2007	2008	2009	2010	% change 2009-2010
	---------- millions ----------				
Annual Ridership					
Fixed-route	64.3	64.9	71.4	76.1	7%
Demand-response	42.1	43.4	44.0	43.2	-2%
Van pool	1.7	0.4	0.5	0.6	20%
Other	0.6	2.4	0.4	1.0	140%
Total	108.6	111.2	116.4	120.9	4%
Annual Vehicle Miles					
Fixed-route	108.8	115.3	114.1	133.8	17%
Demand-response	318.1	325.5	357.3	389.3	9%
Van pool	5.5	3.4	2.8	3.6	27%
Other	2.7	18.8	24.2	23.4	-3%
Total	435.2	463.0	498.4	550.1	10%
Annual Vehicle Hours					
Fixed-route	6.3	6.7	6.6	7.4	13%
Demand-response	16.4	22.0	22.3	23.9	7%
Van pool	0.1	0.1	0.0	0.1	182%
Other	0.2	0.3	0.7	0.5	-21%
Total	22.9	29.1	29.6	32.0	8%

Source: Rural National Transit Database, 2007–2010

Vehicle miles and hours of service increased in 2010, by 10% and 8%, respectively. Rural transit agencies provided 550 million miles of service and 32 million hours of service in 2010. The greatest increase, in percentage terms, was for fixed-route service, which had a 17% increase in vehicles miles and a 13% increase in vehicle hours.

The increase in ridership and service provided is partly due to increases by existing agencies and partly due to the addition of new transit providers. A small difference could also be due to measurement error, or the possibility that not all agencies reported their data in a given year. To determine the degree to which ridership and service provided has changed for existing agencies, data for individual transit providers were tracked over time. The data reveal that 51% of existing providers experienced an increase in ridership from 2009 to 2010, while 58% and 54% increased vehicle miles and hours, respectively (see Table 10). The median change from 2009 to 2010 was a 2.2% increase in vehicle miles, a 1.0% increase in vehicle hours, and a 0.4% increase in ridership. While the median change in ridership was small, some agencies experienced more significant gains. Forty percent had an increase in ridership of 5% or more, nearly a third increased ridership by 10% or more, and 22% experienced an increase of 20% or more. Some agencies also experienced significant decreases in ridership.

Table 10. Agency Level Changes in Service Miles, Hours, and Trips, 2009-2010

	Vehicle Miles		
	Vehicle Miles	Vehicle Hours	Total Trips
Median Change	+2.2%	+1.0%	+0.4%
Percentage of Agencies with an Increase	58%	54%	51%
Percentage of Agencies with an Increase of:			
5% or more	43%	38%	40%
10% or more	31%	29%	32%
20% or more	18%	20%	22%
50% or more	7%	9%	10%
100% or more	3%	4%	5%
Percentage of Agencies with an Decrease of:			
5% or more	27%	30%	38%
10% or more	18%	21%	27%
20% or more	10%	14%	15%
50% or more	2%	4%	4%

Source: Rural National Transit Database, 2009, 2010

Table 11 shows median and percentile rankings for vehicle miles and hours and passenger trips per agency in 2010. The data show that the median vehicle miles provided per system was 177,866, the median hours of service was 11,289, and the median number of trips provided was 26,847. For systems providing fixed-route service, the median fixed-route miles provided was 173,859, the median fixed-route hours of service was 10,556, and the median number of rides provided was 50,118. For demand-response operations, the median values were 132,755 miles, 9,163 hours, and 18,559 rides. These median numbers all increased about 1%-5% from the previous year. However, as Table 11 shows, there is significant variation in these numbers. For example, 10% of the agencies provided 878,340 or more miles of service, and the smallest 10% provided 21,061 miles or less.

Table 11. Rural Transit Operating Statistics, Median and Percentile Rankings per Agency, 2010

	Vehicle Miles			Vehicle Hours			Regular Unlinked Trips		
Percentile	Fixed-Route	Demand-Response	Total	Fixed-Route	Demand-Response	Total	Fixed-Route	Demand-Response	Total
10th	28,185	16,921	21,061	1,727	1,569	1,777	4,091	2,449	3,513
25th	68,941	46,477	62,033	4,190	3,285	4,150	13,913	7,402	9,612
50th	173,859	132,755	177,866	10,556	9,163	11,289	50,118	18,559	26,847
75th	389,993	334,230	426,455	21,940	21,286	26,784	158,336	42,254	72,623
90th	635,660	734,652	878,340	36,064	43,524	51,299	416,594	89,645	195,967
Number of agencies reporting	460	1,168	1,376	459	1,168	1,375	456	1,114	1,352

Source: Rural National Transit Database, 2010

FINANCIAL STATISTICS

Federal funding for capital projects more than doubled in 2010 because of spending from the American Recovery and Reinvestment Act (ARRA) (see Table 12). Meanwhile capital funding from state and local sources declined nearly 40%. Overall, capital spending rose significantly due to the influx of ARRA funds.

Federal support of operating costs increased 10% in 2010, from $339 million to $372 million. State funding for operations increased 10% to $236 million and local funding increased 9% to $322 million. Transit operators also experienced a 3% increase in fare revenues in 2010 to $100 million, while contract revenues increased 23%. Meanwhile, total operating expenses increased 11%.

Table 12. Rural Transit Financial Statistics

	2007	2008	2009	2010	Change 2009-2010
	---------- million dollars ----------				
Capital Funding					
Federal					
5310	7.0	9.2	12.8	11.7	-9%
5309	53.7	47.4	49.7	45.8	-8%
5317	0.0	0.1	2.0	1.2	-37%
5316	0.3	0.9	1.1	3.2	188%
5311	43.0	68.1	58.7	47.5	-19%
5320	0.1	1.1	0.0	0.1	227%
Other Federal	3.1	1.2	0.5	5.3	905%
ARRA	0.0	0.0	34.5	253.6	634%
Total	107.3	128.1	159.3	368.4	131%
State	23.8	27.3	40.6	24.5	-40%
Local	37.9	32.2	30.1	19.2	-36%
Operating					
Federal Assistance					
5310	11.1	7.4	7.6	10.2	35%
5309	8.1	1.8	5.5	2.1	-61%
5317	0.0	0.3	1.5	3.6	142%
5316	7.8	9.0	10.1	12.7	26%
5311	219.2	257.1	279.8	307.3	10%
5320	0.0	0.0	0.2	0.2	-12%
Other Federal	11.0	17.4	30.6	24.8	-19%
ARRA	0.0	0.0	3.8	10.7	179%
Total	257.2	293.0	339.0	371.7	10%
State Assistance	192.8	193.6	213.8	235.8	10%
Local Assistance	298.1	275.8	296.1	322.1	9%
Fare Revenues	76.3	85.7	97.4	99.9	3%
Contract Revenues	193.9	214.4	198.1	243.7	23%
Total Expenses	1003.8	1063.2	1153.0	1274.2	11%

Source: Rural National Transit Database, 2007–2010

Note: Funding totals are for section 5311 providers only. Those receiving only section 5310 funds are not included. The numbers do not represent total federal allocations for each program. Descriptions of each program can be found in the Glossary of Terms on the back page. The failure of any transit providers to report their data would also influence the accuracy of these numbers.

The data in Table 12 reflect the dollar amounts reported by rural transit providers to the rural NTD, but the numbers reported could differ from the actual spending totals if any agencies did not report their data. Figure 3 shows actual federal spending levels by the FTA under the section 5311 Non-Urbanized Area Formula Program, not including ARRA funding. As shown, federal funding had been steadily increasing from 2005 through 2008, before dropping in 2009 and then increasing again in 2010. At the time of publication, the breakdown of FY2010 spending for operating, capital, and other expenses was not available.

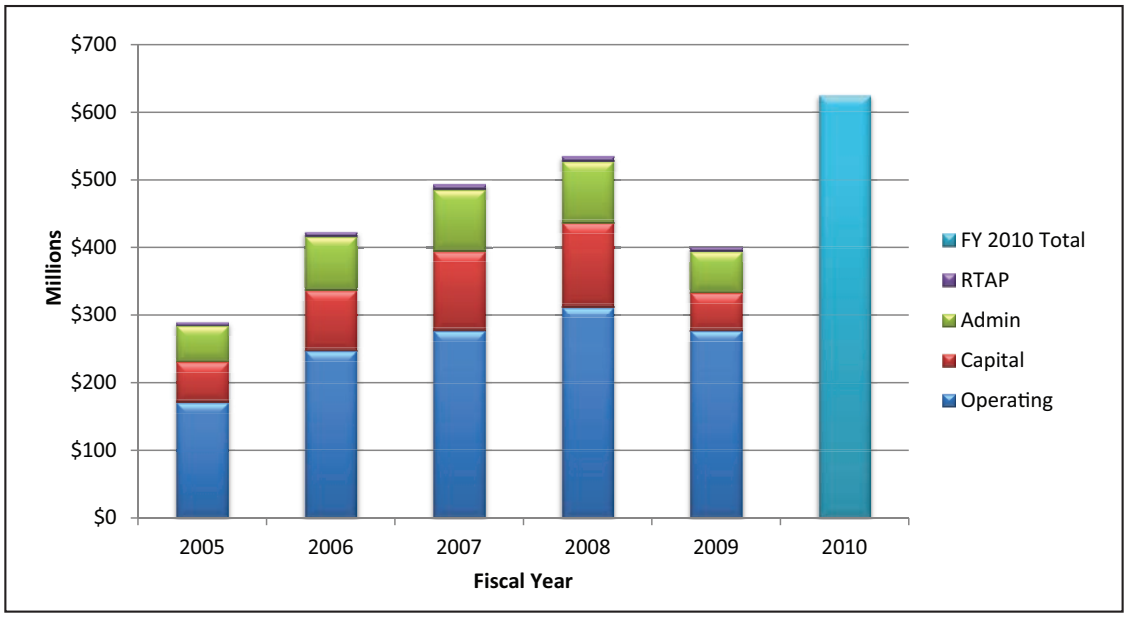

Figure 3. FTA Spending under the Section 5311 Program, 2005–2010
Source: Federal Transit Administration. Grants Data. 2012.

FLEET STATISTICS

With an increase in capital funding came an increase in average fleet size. Average fleet size rose from 15.4 vehicles in 2009 to 16.5 vehicles in 2010 (see Table 13). The total number of vehicles being operated by rural transit providers followed a similar increase to 23,133 in 2010, an 11% increase from the previous year (see Table 14).

Table 13. Average Fleet Size

	Vehicles per Agency
2007	14.3
2008	14.7
2009	15.4
2010	16.5

Source: Rural National Transit Database, 2007–2010

Table 14. Number of Vehicles in Operation

	2007	2008	2009	2010
Total	18,474	19,921	20,890	23,133
Buses	4,889	3,930	3,640	3,904
Cutaways	5,040	7,230	8,474	10,621
Vans	5,311	5,165	4,927	4,459
Minivans	2,437	2,827	3,025	3,422
Automobiles	428	421	446	420
School Bus	174	80	68	73
Over-the-road bus	187	11	57	84
Sports utility vehicle	8	71	106	146
Other	0	186	147	4

Source: Rural National Transit Database, 2007–2010

After decreasing the previous two years, the number of buses (excluding cutaways) rose 7% in 2010. Most of the increase in vehicles, though, consisted of cutaways. The number of cutaways in operation increased by 25% in 2010.

Figure 4 shows the fleet composition of rural transit agencies. Cutaways comprise the largest portion (46%) of the vehicle fleet, while vans account for 19% of the vehicles, buses 17%, and minivans 15%.

Eighty-two percent of these vehicles are ADA accessible, up from 77% the previous two years (see Table 15). Most buses and cutaways (94%) are ADA accessible, whereas 66% of vans and 62% of minivans were ADA accessible in 2010.

The average age of the vehicles was 5.5 years in 2010, a reduction from the previous year. The average vehicle length was 22.6 feet with an average seating capacity of 15.0 (see Tables 16-18). The average bus is 30.6 feet and has a seating capacity of 27.2, while the average cutaway is 23.4 feet with a seating capacity of 15.1. Average vehicle length and seating capacity increased just slightly from the previous year. The increase in size has been more significant for buses than for cutaways. Average bus length has increased 3.2 feet since 2007 and average seating capacity increased by 4.

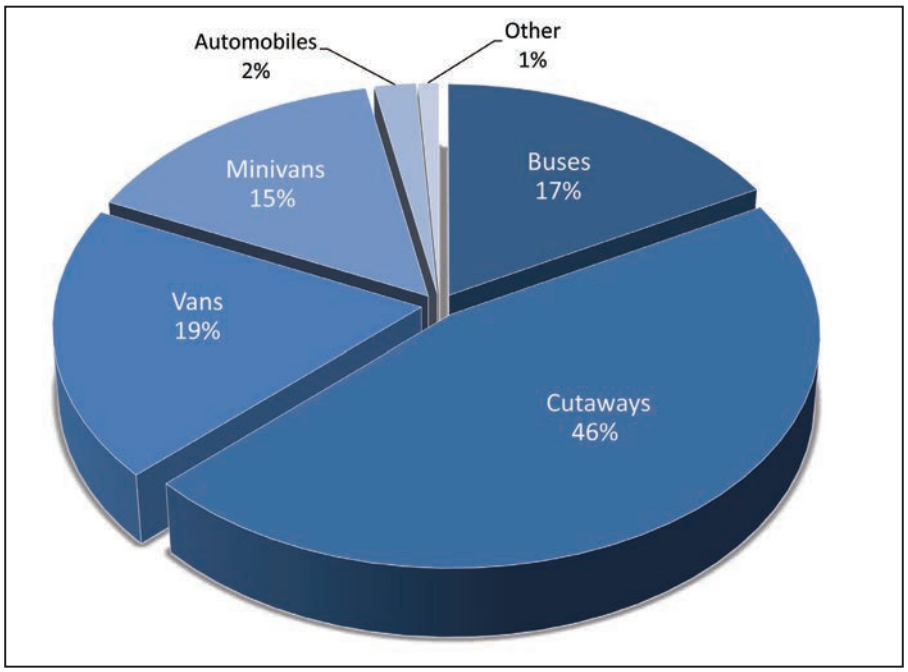

Figure 4. Fleet Composition

Table 15. Percentage of Rural Transit Vehicles that are ADA Accessible

	2007	2008	2009	2010
	---------- Percentage ----------			
Total	73	77	77	82
Bus	88	92	92	95
Cutaway	91	93	91	94
Van	59	59	63	66
Minivan	50	57	56	62
Automobiles	3	3	4	11
School Bus	62	36	22	15
Over-the-road bus	77	64	79	85
Sports utility vehicle	50	59	12	5

Source: Rural National Transit Database, 2007–2010

Table 16. Average Vehicle Age

	2007	2008	2009	2010
	---------- Years ----------			
Total	5.8	6.1	6.2	5.5
Bus	7.0	7.1	6.9	6.8
Cutaway	5.8	5.8	5.9	5.1
Van	5.0	5.9	6.3	5.7
Minivan	5.3	5.2	5.5	4.9
Automobiles	6.8	7.0	7.4	6.9
School Bus	5.1	7.1	9.3	9.7
Over-the-road bus	6.3	9.0	10.1	6.6
Sports utility vehicle	6.6	5.5	4.0	3.6

Source: Rural National Transit Database, 2007–2010

Table 17. Average Vehicle Length

	2007	2008	2009	2010
	---------- Feet ----------			
Total	21.7	22.4	22.3	22.6
Bus	27.4	29.3	29.9	30.6
Cutaway	22.8	23.3	23.3	23.4
Van	18.4	18.8	19.1	18.9
Minivan	16.5	16.7	16.1	16.2
Automobiles	15.2	14.9	15.0	15.5
School Bus	21.9	32.0	33.6	34.2
Over-the-road bus	22.3	35.6	41.4	43.6
Sports utility vehicle	-	-	-	14.7

Source: Rural National Transit Database, 2007–2010

Table 18. Average Seating Capacity

	2007	2008	2009	2010
Total	15.3	15.1	14.8	15.0
Bus	23.2	25.5	26.0	27.2
Cutaway	14.9	15.1	14.9	15.1
Van	12.2	12.0	11.4	10.9
Minivan	7.6	6.7	6.3	6.1
Automobiles	5.0	4.7	4.8	4.5
School Bus	26.9	41.1	45.0	46.5
Over-the-road bus	15.0	37.0	45.1	48.7
Sports utility vehicle	-	-	-	4.7

Source: Rural National Transit Database, 2007–2010

Seventy percent of the vehicles are owned by the transit provider, while most of the remainder are owned by a public agency for the service provider (see Table 19). Two percent of the vehicles are leased. Cutaways are most likely to be owned by the transit provider.

Table 19. Vehicle Ownership, 2010

	Owned by provider	Leased by provider	Owned by public agency	Leased by public agency
	---------- Percentage ----------			
Total	70	1	29	1
Bus	64	2	33	1
Cutaway	76	1	23	0
Van	57	1	42	0
Minivan	72	1	26	1
Automobiles	72	4	24	0
School Bus	85	5	8	1
Over-the-road bus	99	0	1	0
Sports utility vehicle	75	0	25	0

Source: Rural National Transit Database, 2010

The FTA is the primary funding source for 81% of rural transit vehicles, including 76% of buses, 86% of cutaways, and 79% of vans (see Table 20). State or local sources provide the primary funding source for 14% of the vehicles.

Table 20. Primary Funding Source for Vehicles, 2010

	FTA	Other Federal	State or Local	Private
		----------Percentage----------		
Total	81	2	14	3
Bus	76	1	21	1
Cutaway	86	2	11	2
Van	79	1	17	2
Minivan	80	2	13	4
Automobiles	42	2	32	25
School Bus	48	23	23	5
Over-the-road bus	32	6	24	38
Sports utility vehicle	92	1	4	3

Source: Rural National Transit Database, 2010

NATIONAL RURAL TRANSIT PERFORMANCE MEASURES

A few performance measures can be calculated using the data from the Rural NTD. These include two measures of service effectiveness: trips per mile and trips per hour; one measure of service efficiency: cost per mile; and one measure of cost effectiveness: cost per trip. In addition, trips per vehicle, hours of service per vehicle, and miles of service per vehicle can be measured, as well as the farebox recovery ratio.

Trips per mile decreased 6% to 0.22 in 2010. As Table 21 shows, trips per mile is significantly higher for fixed-route service (0.57) than it is for demand-response (0.11). Trips per hour decreased slightly to 3.8 in 2010. The number of trips per hour was 10.2 for fixed-route service and 1.8 for demand-response.

Table 21. Trips per Mile and Trips per Hour

	2007	2008	2009	2010	% change 2008-2009
Trips per Mile					
Fixed-route	0.59	0.56	0.63	0.57	-9%
Demand-response	0.13	0.13	0.12	0.11	-10%
Van pool	0.30	0.13	0.18	0.17	-5%
Total	0.25	0.24	0.23	0.22	-6%
Trips per Hour					
Fixed-route	10.3	9.7	10.8	10.2	-5%
Demand-response	2.6	2.0	2.0	1.8	-9%
Van pool	32.0	6.6	18.5	7.9	-57%
Total	4.8	3.8	3.9	3.8	-4%

Source: Rural National Transit Database, 2007–2010

Table 22. Trips per Mile by Number of Miles Provided, 2010

Percentile Rank	Vehicle Miles Provided	Average Trips per Mile
Fixed-Route		
1-10	<28,185	0.35
11-25	28,185-68,941	0.28
26-50	68,941-173,859	0.41
51-75	173,859-389,993	0.56
76-90	389,993-635,660	0.53
>90	>636,660	0.64
Demand-Response		
1-10	<16,921	0.41
11-25	16,921-46,477	0.36
26-50	46,477-132,755	0.24
51-75	132,755-334,230	0.17
76-90	334,230-734,652	0.13
>90	>734,652	0.10

Source: Rural National Transit Database, 2010

These numbers represent the industry averages, but there is some variation between individual providers. There tends to be some variation in these measures based on the size of the operation. Table 22 groups the transit systems into six categories based on the number of vehicle miles provided. Trips per mile tends to increase with vehicle miles provided for fixed-route systems, as the larger systems provide more trips per mile. For demand-response systems, on the other hand, trips per mile continually decreases with increases in vehicle miles. The smaller demand-response systems provide more trips per mile, possibly because they serve a smaller area with more concentrated service.

There is a similar trend for trips per hour (see Table 23). For fixed-route systems, trips per hour is the highest for the largest systems providing the greatest number of service hours, while for demand-response systems, the number of trips per hour decreases with increases in hours of service provided.

Trips per vehicle decreased 6% in 2010 to 5,227. Even though the number of trips increased in 2010, the number of vehicles in use increased by a greater percentage. Meanwhile, rural transit vehicles averaged 23,778 miles and 1,383 hours of service in 2010, small changes from 2009 (see Table 24).

Operating cost per trip was $10.54 in 2010, a 6% increase from the previous year. The costs were significantly higher for demand-response service. The rural NTD does not report cost data by mode, so it is not possible to compute average fixed-route and demand-response costs. However, many providers offer just one type of service, so averages can be calculated for those systems that offer just demand-response or just fixed-route service. In 2010, 908 such systems operated just demand-response service, and 202 offered just fixed-route service. Their average costs are shown in Table 25. The average operating cost for fixed-route-only systems increased to $6.80 per trip in 2010, while that for demand-response-only systems increased to $16.83 per trip. Operating cost per mile was nearly unchanged in 2010, at $2.93 for fixed-route-only systems, $2.02 for demand-response-only systems, and $2.32 per mile overall. Costs tend to be higher per mile for the fixed-route operators but lower per trip due to the greater number of rides provided.

Fare revenues in 2010 covered 8% of the operating costs. The farebox recovery ratio has been unchanged since 2007 and is just slightly higher for fixed-route systems.

Table 23. Trips per Hour by Number of Hours Provided, 2010

Percentile Rank	Vehicle Hours Provided	Average Trips per Hour
Fixed-Route		
1-10	<1,727	3.8
11-25	1,727-4,190	3.9
26-50	4,190-10,556	5.8
51-75	10,556-21,940	7.8
76-90	21,940-36,064	10.9
>90	>36,064	12.8
Demand-Response		
1-10	<1,569	5.4
11-25	1,569-3,285	3.8
26-50	3,285-9,163	3.0
51-75	9,163-21,286	2.6
76-90	21,286-43,524	2.0
>90	>43,524	1.7

Source: Rural National Transit Database, 2010

Table 24. Trips, Miles, and Hours per Vehicle

	2007	2008	2009	2010	% change 2008-2009
Trips per Vehicle	5,881	5,580	5,572	5,227	-6%
Miles per Vehicle	23,558	23,243	23,857	23,778	0%
Hours per Vehicle	1,237	1,462	1,418	1,383	-2%

Source: Rural National Transit Database, 2007–2010

While Table 25 shows overall averages, there is significant variation in costs between transit agencies across the country. Table 26 shows percentile rankings for operating costs per trip and per mile and for farebox recovery ratio, including both demand-response and fixed-route service.

Table 25. Operating Costs per Trip and per Mile and Farebox Recovery Ratio

	2007	2008	2009	2010	% change 2009-2010
Operating Expense per Trip					
Total	9.37	9.57	9.91	10.54	6%
Fixed-Route Only	6.08	6.13	5.96	6.80	14%
Demand-Response Only	15.62	14.62	15.18	16.83	11%
Operating Expense per Mile					
Total	2.34	2.30	2.31	2.32	0%
Fixed-Route Only	2.60	3.05	3.06	2.93	-4%
Demand-Response Only	2.01	1.99	2.01	2.02	0%
Farebox Recovery Ratio					
Total	0.08	0.08	0.08	0.08	-2%
Fixed-Route Only	0.08	0.09	0.09	0.08	-14%
Demand-Response Only	0.07	0.07	0.07	0.07	-2%

Source: Rural National Transit Database, 2007–2010

Table 26. Operating Costs per Trip and per Mile and Farebox Recovery Ratio, Percentile Rankings, 2010

Percentile Rank	Operating Expense		Farebox Recovery Ratio
	Per Trip	Per Mile	
Total			
10th	5.07	1.25	0.02
25th	8.00	1.71	0.04
50th	13.63	2.41	0.07
75th	24.38	3.45	0.12
90th	46.37	4.78	0.21
Fixed-route-only			
10th	3.82	1.50	0.02
25th	6.60	2.07	0.04
50th	11.19	2.87	0.07
75th	19.06	3.99	0.12
90th	33.55	5.39	0.17
Demand-reponse-only			
10th	5.48	1.19	0.02
25th	8.72	1.59	0.04
50th	14.42	2.19	0.07
75th	25.54	3.15	0.13
90th	50.62	4.11	0.21

Source: Rural National Transit Database, 2010

Some of the variations could be explained by the size of the operations. Table 27 categorizes transit agencies based on the number of vehicle miles provided. The operating expense per mile is lower for the larger systems, but expense per trip does not appear to be influenced by the number of miles provided, as the larger systems tend to have fewer trips per mile of service.

Table 27. Operating Statistics and Performance Measures by Size of Operation, 2010

Size of Agency	Number of Agencies	Vehicle Miles		Total Miles	Total Trips	Fare revenues	Operating expenses	Operating Expense		Farebox recovery ratio
		Min	Max					Per Trip	Per Mile	
		----------Thousands----------								
Very small	138	0	21	1,645	589	894	7,423	12.60	4.51	0.12
Small	206	21	62	8,126	2,722	5,265	28,683	10.54	3.53	0.18
Medium-small	344	62	178	39,291	10,727	10,573	112,653	10.50	2.87	0.09
Medium-large	344	178	426	97,606	26,150	22,753	250,966	9.60	2.57	0.09
Large	206	426	878	123,352	35,604	25,317	314,441	8.83	2.55	0.08
Very large	138	878		280,118	45,099	35,106	557,276	12.36	1.99	0.06

Source: Rural National Transit Database, 2010

REGIONAL AND STATE STATISTICS

The data described in the previous sections are aggregate national data, but there may be some regional differences. Therefore, data in this section are presented at the regional and state levels. The regions used are based on the FTA's regional classification. The FTA divides the country into 10 regions, as shown in Figure 5. Table 28 shows how rural transit statistics vary between those regions.

The greatest number of rural transit agencies is in regions 4, 5, and 7, followed by regions 8 and 6. The operators in these regions are mostly demand-response providers. The northeast and far western regions have a greater orientation toward fixed-route service.

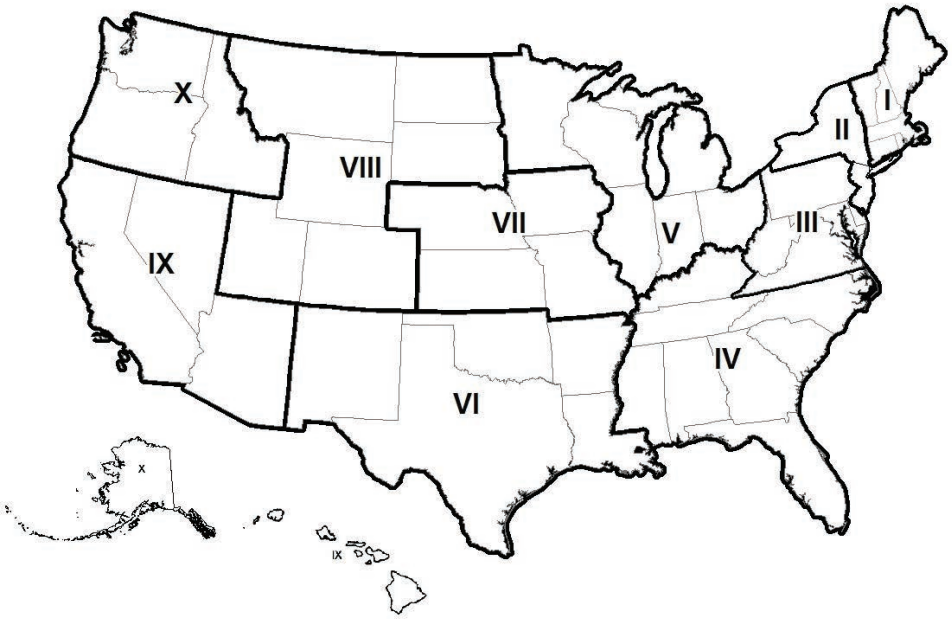

Figure 5. FTA Regions

Annual ridership in 2010 was highest in regions 5 (17.2 million rides) and 8 (16.9 million rides). Region 4 provided the highest level of service, by a significant margin, with 153 million vehicle miles and 9.7 million vehicle hours of service, most of it being demand-response. Region 4 also had the greatest number of vehicles in service, nearly half of them being vans.

Trips per mile and per hour were highest in region 8, according to the data, and region 9 provided the most rides per vehicle.

Operating cost per trip was the highest in region 4. For the fixed-route-only agencies, cost per trip was highest in region 6 at $18.32 and lowest in region 1 at $4.66. The lowest cost for demand-response-only providers was $8.63 per trip in region 7.

State-level statistics are shown in Tables 29-33.

Table 28. Regional Data, 2010

	FTA Region									
	1	2	3	4	5	6	7	8	9	10
Number of Agencies										
Fixed-route	34	53	51	72	47	24	6	43	74	68
Demand-response	36	7	35	253	269	116	201	115	69	79
Van pool	0	0	0	1	1	1	1	1	0	11
Total	42	53	60	282	286	123	204	140	106	105
Counties Served	84%	71%	53%	82%	69%	82%	91%	71%	85%	74%
Annual Ridership (million rides)										
Fixed-route	4.6	5.0	11.3	8.7	5.3	2.2	0.2	13.8	12.8	12.0
Demand-response	0.8	0.5	1.1	6.7	11.8	6.0	9.8	3.1	1.6	1.8
Total	5.9	5.5	12.5	15.5	17.2	8.3	10.3	16.9	14.3	14.4
Annual Vehicle Miles (million miles)										
Fixed-route	7.2	15.1	19.9	19.2	7.9	6.4	0.9	13.4	25.3	18.5
Demand-response	27.7	5.9	15.4	133.8	75.6	54.1	46.6	13.3	6.7	10.1
Total	58.1	21.0	35.2	153.2	83.6	60.5	47.7	27.0	32.0	31.7
Annual Vehicle Hours (million hours)										
Fixed-route	0.4	0.9	1.2	1.0	0.5	0.3	0.0	0.8	1.3	0.9
Demand-response	1.0	0.4	0.9	8.6	4.8	3.2	2.9	1.1	0.5	0.7
Total	1.9	1.2	2.1	9.7	5.3	3.5	2.9	1.9	1.8	1.7
Number of Vehicles										
Total	713	762	1,768	5,655	3,939	3,447	2,553	1,586	1,294	1,398
Bus	238	438	653	573	629	129	122	362	456	304
Cutaway	363	290	821	1,963	1,821	1,887	1,487	642	650	680
Van	65	20	133	2,267	677	461	418	145	74	199
Minivan	41	2	90	700	606	866	493	376	64	184
Other	6	12	71	152	206	104	33	61	50	31
Vehicles ADA Accessible	91%	97%	94%	72%	85%	80%	83%	76%	90%	81%

Table 28. Regional Data, 2010 (continued)

	FTA Region									
	1	2	3	4	5	6	7	8	9	10
Average Vehicle Age	6.1	5.4	5.6	4.6	5.5	5.5	5.8	6.9	6.2	6.6
Average Vehicle Length	25.5	25.2	25.0	20.6	22.1	21.3	22.0	24.2	26.7	24.3
Average Vehicle Capacity	19.1	17.8	19.4	12.5	13.6	12.8	13.0	17.6	22.8	18.0
Trips Per Mile										
Total	0.26	0.26	0.36	0.10	0.21	0.14	0.22	0.63	0.45	0.46
Fixed-route	0.66	0.33	0.57	0.45	0.67	0.35	0.25	1.03	0.51	0.65
Demand-response	0.03	0.08	0.07	0.05	0.16	0.11	0.21	0.23	0.24	0.18
Trips Per Hour										
Total	5.2	4.5	5.9	1.6	3.2	2.4	3.5	8.9	8.1	8.6
Fixed-route	11.0	5.7	9.5	8.4	10.0	7.4	4.7	17.2	9.9	13.2
Demand-response	0.7	1.4	1.2	0.8	2.5	1.9	3.4	2.8	3.4	2.6
Trips Per Vehicle	8,812	7,266	7,097	2,735	4,362	2,398	4,041	10.678	11,087	10,328
Miles Per Vehicle	33,549	27,536	19,936	27,091	21,229	17,562	18,686	17,044	24,721	22,692
Hours Per Vehicle	1,685	1,620	1,203	1,709	1,344	1,007	1,155	1,202	1,362	1,202
Operating Expense Per Trip										
Total	10.35	10.90	8.31	17.83	12.26	16.03	8.41	5.89	8.26	7.47
Fixed-route only	4.66	8.71	7.54	6.09	7.01	18.32	8.14	4.71	6.01	11.01
Demand-response only	16.26	-	33.23	31.32	16.17	19.02	8.63	9.45	27.95	15.11
Operating Expense Per Mile										
Total	2.72	2.88	2.96	1.80	2.52	2.19	1.82	3.69	3.71	3.40
Fixed-route only	4.82	2.88	2.77	1.79	3.17	4.79	2.08	4.24	3.56	2.71
Demand-response only	2.21	-	2.26	1.69	2.44	2.12	1.80	2.30	5.00	2.54
Farebox Recovery Ratio	0.06	0.06	0.09	0.05	0.09	0.05	0.09	0.09	0.11	0.12

Source: Rural National Transit Database, 2010

Table 29. Rural Transit Vehicle Revenue Miles of Service by State, 2007-2010 (million miles)

	Total				Fixed-Route Service				Demand-Response Service				Other Service			
	2007	2008	2009	2010	2007	2008	2009	2010	2007	2008	2009	2010	2007	2008	2009	2010
Alabama	4.5	6.3	6.3	5.9	.1	.0	.0	.0	3.7	6.3	6.3	5.9	.7	.0	.0	.0
Alaska	2.1	2.2	2.3	1.8	1.0	1.1	1.2	1.3	1.1	1.1	1.1	.5	.0	.0	.0	.0
Arizona	3.1	2.7	2.8	3.2	2.4	2.2	2.3	2.8	.8	.5	.5	.4	.0	.0	.0	.0
Arkansas	6.8	7.3	7.7	8.1	.2	.2	.0	.0	6.6	7.2	7.7	8.1	.0	.0	.0	.0
California	15.5	18.8	17.8	20.0	11.1	13.1	13.2	15.2	4.4	4.4	4.6	4.8	.0	1.2	.0	.0
Colorado	10.6	10.7	10.2	11.0	8.5	9.9	8.7	8.3	2.0	.8	1.5	2.7	.0	.1	.1	.0
Connecticut	1.2	1.4	1.5	1.5	.4	.6	.5	.7	.8	.8	1.0	.7	.0	.0	.0	.0
Delaware	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
Florida	21.6	14.5	13.7	14.5	.8	2.0	2.8	3.0	20.8	11.4	10.9	11.4	.0	1.1	.1	.0
Georgia	14.1	13.0	13.0	15.1	.0	.0	.0	.0	13.7	13.0	13.0	15.1	.4	.0	.0	.0
Hawaii	3.8	4.2	5.0	5.0	3.8	4.2	4.9	5.0	.0	.0	.1	.0	.0	.0	.0	.0
Idaho	1.7	1.9	1.7	2.8	1.0	.9	.9	1.9	.7	.8	.5	.7	.0	.2	.2	.0
Illinois	8.4	9.4	11.1	12.8	1.0	.9	1.0	1.0	7.5	8.5	10.1	11.7	.0	.0	.0	.0
Indiana	11.0	12.6	13.1	14.9	1.3	.3	.5	.8	9.4	12.3	12.7	14.1	.3	.0	.0	.0
Iowa	14.7	15.5	15.3	15.1	1.5	.0	.0	.0	13.1	15.5	15.3	15.1	.0	.0	.0	.0
Kansas	6.1	6.8	6.2	6.3	1.2	.5	.4	.6	4.9	6.3	5.8	5.7	.0	.0	.0	.0
Kentucky	23.0	24.6	25.4	30.4	2.2	2.3	1.5	.8	20.8	22.3	23.9	29.6	.0	.0	.0	.0
Louisiana	6.4	6.1	5.7	5.9	.0	.7	.0	.0	6.4	5.4	5.7	5.9	.0	.0	.0	.0
Maine	12.8	23.0	42.5	41.3	1.2	1.5	2.6	1.0	11.6	9.1	18.7	17.1	.0	12.4	21.2	23.2
Maryland	5.5	4.8	5.3	9.4	3.0	2.8	3.2	5.4	2.5	1.9	2.1	3.9	.0	.0	.0	.0
Massachusetts	2.0	2.0	1.9	2.0	1.4	1.3	1.4	1.6	.6	.6	.5	.4	.0	.0	.0	.0
Michigan	21.3	22.9	22.7	23.8	.6	1.9	.0	.0	20.7	21.0	22.7	23.8	.0	.0	.0	.0
Minnesota	8.7	9.9	12.1	12.6	2.7	3.3	3.2	3.0	6.0	6.6	8.9	9.6	.0	.0	.0	.0
Mississippi	6.1	7.9	8.5	8.6	6.1	7.9	1.2	8.6	.0	.0	7.3	.0	.0	.0	.0	.0
Missouri	17.8	18.6	23.2	23.4	1.1	.1	.6	.0	16.6	18.5	22.6	23.2	.0	.0	.0	.2
Montana	1.7	2.7	2.9	3.3	1.2	1.2	1.4	1.3	.5	1.3	1.4	1.8	.0	.3	.2	.0
Nebraska	2.3	2.4	2.5	2.5	.0	.0	.0	.0	2.3	2.4	2.5	2.5	.0	.0	.0	.0
Nevada	.0	.6	1.5	1.6	.0	.5	1.0	.9	.0	.0	.6	.7	.0	.0	.0	.0
New Hampshire	.9	1.0	1.3	1.4	.7	.9	1.0	1.0	.2	.2	.3	.4	.0	.0	.0	.0
New Jersey	8.4	9.4	.1	7.3	1.1	1.4	.0	1.4	7.3	8.0	.0	5.9	.0	.0	.0	.0
New Mexico	4.4	3.6	4.4	6.2	2.1	1.9	2.2	4.5	2.3	1.6	2.2	1.8	.0	.0	.0	.0
New York	13.8	13.3	13.4	13.7	13.1	13.3	13.4	13.7	.7	.0	.0	.0	.0	.0	.0	.0
North Carolina	27.3	28.5	33.1	44.4	.6	.4	2.9	3.2	26.6	28.0	30.3	41.2	.0	.0	.0	.0
North Dakota	2.4	2.5	2.6	2.9	.2	.9	.2	.2	2.2	1.6	2.4	2.7	.0	.0	.0	.0
Ohio	10.5	10.1	10.4	10.9	.6	.5	.5	.7	9.9	9.6	9.9	10.2	.0	.0	.0	.0
Oklahoma	14.6	16.0	16.5	17.1	.8	.8	1.1	1.4	13.8	15.2	15.4	15.7	.0	.0	.0	.0
Oregon	8.2	6.6	7.6	8.8	4.2	4.3	4.4	5.0	3.9	2.2	3.2	3.8	.1	.0	.0	.0
Pennsylvania	5.8	9.1	9.2	13.2	3.9	4.2	4.6	4.9	1.9	4.9	4.5	8.3	.0	.0	.0	.0
Rhode Island	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
South Carolina	4.9	7.3	7.8	7.4	2.8	2.2	2.3	2.3	2.2	1.7	2.6	5.1	.0	3.3	2.9	.0
South Dakota	3.4	3.9	4.1	4.0	.0	.0	.0	.0	3.4	3.9	4.1	4.0	.0	.0	.0	.0
Tennessee	20.9	23.5	24.6	26.3	.0	.0	1.0	1.3	20.9	22.4	23.6	25.0	.0	1.0	.0	.0
Texas	20.1	19.2	20.6	21.2	1.0	.0	.0	.0	19.1	19.2	20.6	21.2	.0	.0	.0	.0
Utah	1.2	1.1	1.3	1.3	1.2	1.1	1.2	1.2	.0	.1	.1	.1	.0	.0	.0	.0
Vermont	9.0	12.5	11.6	11.6	2.3	2.6	2.5	2.8	6.6	9.8	9.1	8.8	.0	.0	.0	.0
Virginia	8.8	8.0	8.2	8.5	4.9	4.9	5.3	5.4	4.0	3.1	2.8	3.1	.0	.0	.0	.0
Washington	15.0	16.0	15.7	16.0	9.4	7.8	7.9	8.6	5.5	5.9	5.7	4.7	.1	2.3	2.2	.0
West Virginia	3.9	4.0	4.1	4.1	3.5	3.5	4.1	4.1	.4	.5	.0	.0	.0	.0	.0	.0
Wisconsin	7.2	6.9	7.2	7.5	.7	1.4	1.5	2.4	6.5	5.5	5.7	5.1	.0	.0	.0	.0
Wyoming	2.0	3.0	3.2	2.4	.0	1.4	1.3	1.4	2.0	1.6	2.0	1.0	.0	.0	.0	.0

Source: Rural National Transit Database, 2007-2010

Table 30. State Operating Statistics, 2010

	Number of Agencies	Counties Served (%)	Annual Ridership			Annual Vehicle Miles			Annual Vehicle Hours		
			Total	Fixed-Route	Demand-Response	Total	Fixed-Route	Demand-Response	Total	Fixed-Route	Demand-Response
			---------thousand rides---------			---------thousand miles---------			---------thousand hours---------		
Alabama	25	75%	1,064	0	1,064	5,873	0	5,873	350	0	350
Alaska	7	41%	1,791	1,644	95	1,830	1,320	482	122	73	44
Arizona	16	67%	1,106	1,040	66	3,202	2,781	422	191	158	33
Arkansas	6	56%	794	0	794	8,108	0	8,108	359	0	359
California	59	97%	7,928	6,588	1,340	19,999	15,195	4,804	1,143	799	345
Colorado	27	59%	9,989	9,573	417	10,984	8,294	2,690	710	489	222
Connecticut	4	100%	374	237	137	1,492	745	747	92	47	45
Delaware	0	33%	0	0	0	0	0	0	0	0	0
Florida	22	93%	1,022	662	322	14,545	2,976	11,356	820	157	657
Georgia	85	69%	1,131	0	1,131	15,100	0	15,100	925	0	925
Hawaii	3	75%	4,129	4,129	0	4,966	4,966	0	177	177	0
Idaho	24	98%	1,281	1,170	68	2,790	1,937	662	143	98	42
Illinois	34	72%	3,998	2,188	1,810	12,769	1,022	11,747	714	81	634
Indiana	45	72%	2,593	641	1,952	14,899	807	14,091	988	73	915
Iowa	23	100%	5,030	0	5,030	15,089	0	15,089	1,038	0	1,038
Kansas	91	83%	1,654	217	1,437	6,339	643	5,696	382	40	342
Kentucky	24	86%	1,698	505	1,193	30,386	830	29,556	2,669	68	2,600
Louisiana	32	50%	662	0	662	5,933	0	5,933	499	0	499
Maine	11	100%	1,488	560	426	41,294	1,007	17,094	1,068	55	493
Maryland	12	83%	6,169	5,537	520	9,355	5,449	3,907	642	373	269
Massachusetts	3	71%	1,509	1,444	65	1,987	1,559	428	131	99	32
Michigan	60	87%	2,618	0	2,618	23,808	0	23,808	1,387	0	1,387
Minnesota	55	84%	3,860	1,358	2,502	12,643	3,019	9,624	826	205	621
Mississippi	19	57%	1,259	1,259	0	8,626	8,626	0	363	363	0
Missouri	25	99%	2,873	0	2,557	23,397	0	23,229	1,321	0	1,302
Montana	30	70%	1,227	628	568	3,324	1,290	1,778	175	67	97
Nebraska	61	80%	747	0	747	2,464	0	2,464	194	0	194
Nevada	15	65%	784	777	6	1,576	918	658	128	90	38
New Hampshire	6	60%	1,084	996	89	1,391	1,006	385	111	73	38
New Jersey	8	71%	1,011	512	499	7,285	1,392	5,893	440	89	350
New Mexico	25	73%	1,808	1,481	328	6,243	4,473	1,770	354	216	138
New York	45	71%	4,526	4,526	0	13,697	13,697	0	795	795	0
North Carolina	78	97%	4,722	2,972	1,751	44,432	3,193	41,239	2,397	222	2,175
North Dakota	32	100%	629	125	504	2,881	199	2,682	266	16	250
Ohio	35	41%	1,654	233	1,421	10,880	652	10,228	688	35	652
Oklahoma	19	87%	2,350	715	1,635	17,106	1,443	15,663	950	69	881
Oregon	32	86%	3,480	2,518	962	8,787	4,997	3,790	582	253	330
Pennsylvania	17	43%	3,342	3,116	226	13,219	4,887	8,332	775	299	475
Rhode Island	0	40%	0	0	0	0	0	0	0	0	0
South Carolina	14	80%	1,948	1,870	78	7,410	2,280	5,130	431	133	298
South Dakota	20	89%	1,099	0	1,099	4,042	0	4,042	355	0	355
Tennessee	12	100%	2,552	1,469	1,082	26,272	1,297	24,975	1,675	97	1,578
Texas	29	97%	2,506	0	2,506	21,175	0	21,175	1,221	0	1,221
Utah	4	14%	1,882	1,868	15	1,346	1,234	111	85	75	10
Vermont	10	100%	1,431	1,400	31	11,561	2,794	8,767	495	146	349
Virginia	20	58%	2,035	1,679	356	8,548	5,430	3,118	464	276	188
Washington	26	62%	7,598	6,449	636	16,043	8,575	4,656	738	417	268
West Virginia	11	45%	1,003	1,003	0	4,124	4,124	0	246	246	0
Wisconsin	52	61%	2,323	909	1,415	7,480	2,404	5,076	643	140	502
Wyoming	18	57%	1,973	1,561	412	2,402	1,373	1,029	223	126	97

Source: Rural National Transit Database, 2010

Table 31. State Financial Statistics, 2010

	Capital Funding			Operating Funding		
	Local	State	Federal	Local	State	Federal
	thousand dollars					
Alabama	0	0	598	2,513	0	3,605
Alaska	85	871	1,829	4,422	185	3,423
Arizona	292	62	7,202	2,735	1,115	6,218
Arkansas	0	9	5,181	3,038	1,678	5,776
California	2,202	6,387	8,554	40,240	11,196	14,797
Colorado	1,567	300	14,155	31,899	667	7,956
Connecticut	0	17	838	422	1,584	1,713
Delaware	0	0	0	0	0	0
Florida	134	49	8,380	3,805	6,072	6,517
Georgia	0	0	10,214	5,778	0	8,358
Hawaii	892	0	3,733	15,024	0	1,961
Idaho	38	126	2,240	2,294	19	4,183
Illinois	0	0	5,743	2,557	18,820	8,639
Indiana	203	7	10,282	8,706	4,988	13,197
Iowa	731	154	15,230	4,286	5,585	9,378
Kansas	142	0	1,924	2,453	1,842	5,068
Kentucky	301	590	24,869	4,014	0	13,154
Louisiana	0	0	0	533	678	7,488
Maine	109	164	720	2,365	2,401	8,574
Maryland	67	67	534	18,150	5,474	3,491
Massachusetts	0	988	4,255	1,486	2,194	2,236
Michigan	31	3,201	25,428	15,958	23,573	12,714
Minnesota	697	93	6,979	240	14,357	7,553
Mississippi	29	143	5,425	1,460	0	6,479
Missouri	1,434	0	18,454	20,741	1,034	11,047
Montana	69	0	2,182	2,875	104	4,570
Nebraska	9	0	1,825	1,345	1,298	2,802
Nevada	5	5	968	1,367	462	1,587
New Hampshire	249	152	2,858	1,676	161	3,424
New Jersey	710	217	1,189	10,465	6,785	2,352
New Mexico	148	0	4,385	5,434	4,234	6,858
New York	1	1	7,755	6,559	13,033	4,246
North Carolina	745	1,177	6,737	13,660	17,793	17,516
North Dakota	72	82	771	413	2,000	2,848
Ohio	509	66	12,628	4,516	3,855	13,123
Oklahoma	248	148	11,758	2,430	2,233	12,115
Oregon	603	5	13,536	8,004	5,098	9,429
Pennsylvania	414	3,742	26,828	1,655	26,216	7,470
Rhode Island	0	0	0	0	0	0
South Carolina	132	30	4,417	2,408	1,468	4,939
South Dakota	144	0	2,593	2,196	962	5,661
Tennessee	406	1,038	15,335	2,786	9,085	13,058
Texas	556	453	25,705	2,220	13,318	19,857
Utah	571	0	3,412	2,933	0	3,324
Vermont	843	663	3,750	1,323	4,449	17,489
Virginia	262	1,415	8,757	5,347	2,441	9,053
Washington	2,405	1,249	9,796	32,453	8,322	7,814
West Virginia	39	26	3,337	3,163	1,244	3,678
Wisconsin	131	0	3,228	2,793	5,399	7,412
Wyoming	355	695	1,831	2,366	1,304	2,884

Source: Rural National Transit Database, 2010

Table 32. State Fleet Statistics, 2010

	Number of Vehicles	ADA Vehicles (%)	Average Vehicle Age	Average Vehicle Length	Average Vehicle Capacity	Trips Per Vehicle	Miles Per Vehicle	Hours Per Vehicle
						----------thousands----------		
Alabama	340	68%	5.7	22.5	17.5	3.1	17.3	1.0
Alaska	86	91%	4.3	29.6	22.3	20.8	21.3	1.4
Arizona	128	91%	4.7	23.8	17.9	8.6	25.0	1.5
Arkansas	388	64%	5.1	21.6	12.2	2.0	20.9	.9
California	803	96%	6.1	27.2	22.7	9.9	24.9	1.4
Colorado	536	87%	6.9	28.1	23.6	18.6	20.5	1.3
Connecticut	89	100%	5.5	24.1	17.1	4.2	16.8	1.0
Delaware	0	-	-	-	-	-	-	-
Florida	524	81%	5.1	21.6	12.6	2.0	27.8	1.6
Georgia	489	72%	3.3	21.1	13.3	2.3	30.9	1.9
Hawaii	145	99%	7.2	30.3	28.4	28.5	34.3	1.2
Idaho	135	83%	6.5	25.7	18.5	9.5	20.7	1.1
Illinois	676	98%	7.0	23.2	14.4	5.9	18.9	1.1
Indiana	846	73%	5.2	18.8	9.9	3.1	17.6	1.2
Iowa	1005	89%	6.7	24.6	15.2	5.0	15.0	1.0
Kansas	395	74%	5.9	19.4	11.7	4.2	16.0	1.0
Kentucky	1278	64%	5.1	19.5	10.3	1.3	23.8	2.1
Louisiana	231	84%	6.1	19.2	10.0	2.9	25.7	2.2
Maine	212	76%	8.1	23.7	17.6	NA	NA	NA
Maryland	638	92%	7.7	28.2	25.4	9.7	14.7	1.0
Massachusetts	110	100%	6.3	25.1	18.3	13.7	18.1	1.2
Michigan	1026	89%	5.3	24.7	17.3	2.6	23.2	1.4
Minnesota	501	100%	5.9	25.4	17.3	7.7	25.2	1.6
Mississippi	278	75%	4.1	22.1	18.0	4.5	31.0	1.3
Missouri	965	85%	4.7	20.7	11.6	3.0	24.2	1.4
Montana	212	71%	6.7	24.2	15.9	5.8	15.7	.8
Nebraska	175	69%	5.7	20.0	10.9	4.3	14.1	1.1
Nevada	98	88%	6.6	22.2	15.2	8.0	16.1	1.3
New Hampshire	61	100%	5.4	28.6	22.0	17.8	22.8	1.8
New Jersey	324	94%	5.2	23.5	15.5	3.1	22.5	1.4
New Mexico	314	74%	5.0	24.6	18.9	5.8	19.9	1.1
New York	438	99%	5.5	26.5	19.5	10.3	31.3	1.8
North Carolina	1516	71%	4.3	20.3	12.0	3.1	29.3	1.6
North Dakota	195	76%	7.3	20.8	11.7	3.2	14.8	1.4
Ohio	515	85%	4.1	19.3	10.0	3.2	21.1	1.3
Oklahoma	900	81%	3.9	20.8	12.3	2.6	19.0	1.1
Oregon	389	97%	6.2	23.8	16.7	8.9	22.6	1.5
Pennsylvania	506	100%	4.8	24.0	16.6	6.6	26.1	1.5
Rhode Island	0	-	-	-	-	-	-	-
South Carolina	241	79%	6.5	25.8	20.2	8.1	30.7	1.8
South Dakota	378	57%	7.5	20.2	13.0	2.9	10.7	.9
Tennessee	970	77%	4.1	19.6	10.4	2.6	27.1	1.7
Texas	1522	87%	6.7	21.4	12.6	1.6	13.9	.8
Utah	44	100%	4.8	31.6	27.4	42.8	30.6	1.9
Vermont	222	100%	4.3	27.3	21.3	6.4	52.1	2.2
Virginia	395	97%	4.2	22.9	16.2	5.2	21.6	1.2
Washington	713	72%	7.3	24.0	18.8	10.7	22.5	1.0
West Virginia	229	82%	3.9	22.2	14.5	4.4	18.0	1.1
Wisconsin	323	62%	5.3	20.1	9.7	7.2	23.2	2.0
Wyoming	163	85%	6.5	23.4	16.6	12.1	14.7	1.4

Source: Rural National Transit Database, 2010

Table 33. State Performance Measures, 2010

	Trips Per Mile			Trips Per Hour			Operating Expense Per Trip	Operating Expense Per Mile	Farebox Recovery Ratio
	Total	Fixed-Route	Demand-Response	Total	Fixed-Route	Demand-Response			
Alabama	0.18	-	0.18	3.04	-	3.04	8.13	1.47	0.21
Alaska	0.98	1.25	0.20	14.67	22.44	2.14	7.10	6.95	0.33
Arizona	0.35	0.37	0.16	5.79	6.59	1.99	9.99	3.45	0.08
Arkansas	0.10	-	0.10	2.21	-	2.21	16.60	1.62	0.09
California	0.40	0.43	0.28	6.93	8.25	3.89	10.14	4.02	0.13
Colorado	0.91	1.15	0.15	14.06	19.60	1.88	5.51	5.01	0.10
Connecticut	0.25	0.32	0.18	4.08	5.09	3.04	11.52	2.89	0.12
Delaware	-	-	-	-	-	-	-	-	-
Florida	0.07	0.22	0.03	1.25	4.22	0.49	36.48	2.56	0.04
Georgia	0.07	-	0.07	1.22	-	1.22	20.38	1.53	0.07
Hawaii	0.83	0.83	-	23.36	23.36	-	4.26	3.54	0.02
Idaho	0.46	0.60	0.10	8.93	11.93	1.63	5.92	2.72	0.05
Illinois	0.31	2.14	0.15	5.60	27.15	2.85	8.38	2.62	0.04
Indiana	0.17	0.79	0.14	2.63	8.83	2.13	11.22	1.95	0.07
Iowa	0.33	-	0.33	4.85	-	4.85	7.00	2.33	0.14
Kansas	0.26	0.34	0.25	4.34	5.45	4.21	6.47	1.69	0.13
Kentucky	0.06	0.61	0.04	0.64	7.38	0.46	29.90	1.67	0.03
Louisiana	0.11	-	0.11	1.32	-	1.32	20.98	2.34	0.04
Maine	0.04	0.56	0.02	1.39	10.26	0.87	21.63	0.78	0.03
Maryland	0.66	1.02	0.13	9.61	14.83	1.93	5.05	3.33	0.13
Massachusetts	0.76	0.93	0.15	11.53	14.58	2.03	7.08	5.37	0.16
Michigan	0.11	-	0.11	1.89	-	1.89	25.00	2.75	0.08
Minnesota	0.31	0.45	0.26	4.67	6.62	4.03	7.70	2.35	0.14
Mississippi	0.15	0.15	-	3.47	3.47	-	8.53	1.24	0.08
Missouri	0.12	-	0.11	2.18	-	1.96	11.67	1.43	0.02
Montana	0.37	0.49	0.32	7.03	9.35	5.88	6.86	2.53	0.04
Nebraska	0.30	-	0.30	3.85	-	3.85	8.48	2.57	0.11
Nevada	0.50	0.85	0.01	6.13	8.66	0.17	4.47	2.22	0.02
New Hampshire	0.78	0.99	0.23	9.77	13.56	2.36	5.34	4.17	0.04
New Jersey	0.14	0.37	0.08	2.30	5.72	1.42	20.88	2.90	0.02
New Mexico	0.29	0.33	0.19	5.10	6.84	2.38	9.90	2.87	0.07
New York	0.33	0.33		5.69	5.69		8.67	2.87	0.08
North Carolina	0.11	0.93	0.04	1.97	13.38	0.80	18.43	1.96	0.05
North Dakota	0.22	0.63	0.19	2.36	7.97	2.01	10.43	2.28	0.17
Ohio	0.15	0.36	0.14	2.41	6.59	2.18	17.82	2.71	0.07
Oklahoma	0.14	0.50	0.10	2.47	10.31	1.86	11.59	1.59	0.07
Oregon	0.40	0.50	0.25	5.97	9.96	2.92	7.70	3.05	0.09
Pennsylvania	0.25	0.64	0.03	4.31	10.41	0.48	13.65	3.45	0.07
Rhode Island	-	-	-	-	-	-	-	-	-
South Carolina	0.26	0.82	0.02	4.52	14.07	0.26	7.98	2.10	0.10
South Dakota	0.27	-	0.27	3.10	-	3.10	9.39	2.55	0.11
Tennessee	0.10	1.13	0.04	1.52	15.07	0.69	16.47	1.60	0.05
Texas	0.12	-	0.12	2.05	-	2.05	22.46	2.66	0.04
Utah	1.40	1.51	0.13	22.05	24.75	1.47	4.45	6.22	0.01
Vermont	0.12	0.50	0.00	2.89	9.59	0.09	17.26	2.14	0.02
Virginia	0.24	0.31	0.11	4.38	6.08	1.89	8.80	2.09	0.04
Washington	0.47	0.75	0.14	10.29	15.45	2.37	7.36	3.49	0.10
West Virginia	0.24	0.24		4.08	4.08		9.49	2.31	0.11
Wisconsin	0.31	0.38	0.28	3.62	6.47	2.82	8.79	2.73	0.24
Wyoming	0.82	1.14	0.40	8.84	12.39	4.24	3.92	3.22	0.10

Source: Rural National Transit Database, 2010

Photo: Alaska DOT

TRIBAL TRANSIT

The number of tribal transit providers has grown significantly over the past decade (Mielke 2011). A SURTC report published in 2011, titled, "5311(c) Tribal Transit Funding: Assessing Impacts and Determining Future Program Needs," provides information about existing tribal transit services and funding and discusses transportation needs of Native American and Alaska Native communities. As the report notes, there are several geographic and demographic indicators that suggest that the provision of transit services should be a high priority on many reservations. These indicators include low population densities, long travel distances, and a higher percentage of older adults and low-income households (see Table 34).

Table 34. Mobility Needs Indicators for Native American and Alaska Native Communities

Need Indicator	Standard	National Average	Tribal Finding
Age 60+	Percent of population age 60 & over	16.3%	31 reservations at 16.3% or higher
Youth	Percent of population age 5-19	20.4%	33 reservations at 33-38%
Disabilities	Percent of population with a disability	7.7%	no significant difference
Income	Percent of population considered low income	12.2%	33.2%
No vehicle	Percent of population with no vehicle in household	10.3%	28 reservations at 15-30%
Spent on fuel	Percent of annual income spent on fuel	7.8%	29 Native counties at 14.8%
Population density	Residents per square mile	19.6 residents per square mile in non-urban areas	101 5311(c) recipients average 15.5 residents per square mile
Remoteness	Frontier designation		22 5311(c) recipients have fewer than 6 residents per square mile, many of which are located 50-100 miles

Source: Mielke 2011

Figure 6 presents a pictorial of the FTA's 10 regions, the number of tribes in each region, and the number of existing and planned transit operations in each region, as identified in TCRP Project H-38. The number of tribes in each FTA region is based on the tribes listed in the October 1, 2010, Federal Register. Some variations among regions may result because some tribes straddle state and regional boundaries. Based on this TCRP report and start-up grants announced by the FTA in Federal Registers of December 31, 2009, and March 2, 2011, there are 118 existing tribal transit services, with an additional 45 tribes in the planning stage.

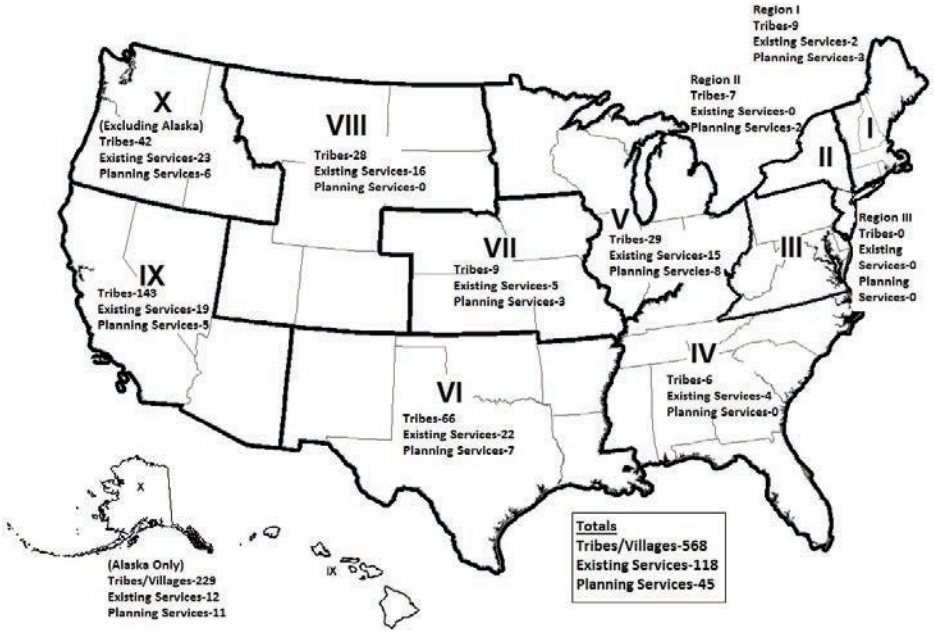

Figure 6. FTA Regions and Corresponding Tribes and Transit Services

Of these rural transit providers, 79 submitted data to the 2010 rural NTD. Statistics for these transit agencies are shown in Table 35. These 79 agencies provided a total of 1.8 million rides in 2010.

Table 35. Tribal Transit Statistics, 2010

	Tribal
Number of Agencies	79
Annual Ridership (thousand rides)	
Total	1,836
Fixed-Route	1,250
Demand-Response	581
Annual Vehicle Miles (thousand miles)	
Total	13,005
Fixed-Route	7,162
Demand-Response	5,726
Annual Vehicle Hours (thousand hours)	
Total	579
Fixed-Route	271
Demand-Response	304
Number of Vehicles	502
% Vehicles ADA	64%
Average Vehicle Age	4.8
Average Vehicle Length (feet)	21.8
Average Vehicle Capacity	14.7
Trips per Vehicle	3,658
Miles per Vehicle	25,907
Hours per Vehicle	1,153
Trips per Mile	
Total	0.14
Fixed-Route	0.17
Demand-Response	0.10
Trips per Hour	
Total	3.17
Fixed-Route	4.61
Demand-Response	1.91
Operating Expense Per Trip	14.43
Operating Expense Per Mile	2.04
Farebox Recovery Ratio	0.04

Source: Rural National Transit Database, 2010

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GLOSSARY OF TERMS

ARRA – The American Recovery & Reinvestment Act: Signed into law in February 2009, it included $48.1 billion for transportation spending, including $8.4 billion for transit.

Cutaways – Bus bodies mounted on varying sizes of truck chassis.

Demand-response – Non-fixed-route service with passengers boarding and alighting at pre-arranged times at any location within the system's service area.

Deviated fixed-route – Service in which a vehicle operates along a standard route at generally fixed times, from which it may deviate in response to a demand for its service, after which it returns to its standard route.

Fixed-route – Service in which a vehicle operates along a prescribed route according to a fixed schedule.

Section 5309 – Provides capital assistance for new and replacement buses and facilities, as well as fixed-guideway systems.

Section 5310 – Transportation for Elderly Persons and Persons with Disabilities: Formula funding to states for the purpose of assisting private nonprofit groups in meeting transportation needs of the elderly and persons with disabilities.

Section 5311 - Formula Grants for Other than Urbanized Areas: Provides funding to states for the purpose of supporting public transportation in rural areas with population of less than 50,000.

Section 5311(c) – Tribal Transit Program: A transportation funding program for Indian Tribes and Alaska Native Villages.

Section 5316 - Job Access and Reverse Commute Program: Address transportation challenges faced by welfare recipients and low-income persons seeking to obtain and maintain employment.

Section 5317 - New Freedom Program: Additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and society.

Section 5320 - Paul S. Sarbanes Transit in Parks Program: Addresses the challenge of increasing vehicle congestion in and around national parks and other federal lands.

Van pool – A ride sharing service to and from pre-arranged destinations in which a number of people travel together on a regular basis in a van which is designed to carry 7 to 15 passengers.